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DISSEMINATION CONTROL ABBREVIATIONS

NOFORN-	Not Releasable to Foreign Nationals
NOCONTRACT-	Not Releasable to Contractors or Contractor/Consultants
PROPIN-	Caution-Proprietary Information Involved
USIBONLY-	USIB Departments Only
ORCON-	Dissemination and Extraction of Information Controlled by Originator
REL . . .-	This Information has been Authorized for Release to . . .

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Photographic  
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9 MAY 1977

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## IMAGERY INFORMATION REPORT

MODIFICATIONS TO FOXBAT (MIG-25), AKHTUBINSK  
FLIGHT TEST CENTER, USSR

Two modified FOXBAT (MIG-25) were observed at Akhtubinsk Flight Test Center [redacted] Both aircraft were in the north-west parking area at Akhtubinsk/Vladimirovka Airfield [redacted] the main airfield supporting flight test center operations. Haze hampered detailed photographic and mensural analysis of both aircraft. Analysis of one FOXBAT (Figure 1) was further complicated by the presence of a work stand/shelter that was positioned around the nose of the aircraft.

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Both modified FOXBAT had an increased forward fuselage length, added wing fillets, and extended exhaust nozzles, and the wing tip-mounted mass balance probes had been removed.

Although interpretability was poor, it appeared that the modified FOXBAT (Figure 2) had the standard [redacted] nose section associated with FOXBAT. It also appeared that the standard external configuration of the air inlet leading edge had been retained.

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Mensural analysis\* was performed on the modified FOXBAT without the work stand/shelter (Figure 2). Photographic and mensural comparisons, where possible, were made with the other modified FOXBAT.

Photographic analysis indicated that the forward fuselage section had been extended, with a corresponding increase in the air inlet length. The modified FOXBAT [redacted] between the leading edge of the air inlet and the trailing edge tip of the horizontal stabilizer. The corresponding distance on the standard FOXBAT [redacted] The location of this 1.0-meter addition could not be determined; however, it was probably aft of the cockpit and forward of the added fillet root leading edge.

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GEOGRAPHIC COORDINATES

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The modified FOXBAT was 15.0 meters long between the air inlet leading edge and the trailing edge of the extended exhaust nozzles. The corresponding distance on the standard FOXBAT [ ] 25X1  
meter difference in this length incorporates the 1.0-meter forward fuselage extension, [ ] of the exhaust nozzles. 25X1

Additional mensural analysis indicated that the modified FOXBAT had [ ] forward fuselage, measured at the leading edge of the air inlet. This is slightly wider than the [ ] dimension associated with the standard FOXBAT. The wingspan of the modified FOXBAT [ ] slightly larger than the dimension associated with the FOXBAT B and D [ ] respectively) and slightly shorter than the [ ] of FOXBAT A. The wing tip chord of the modified FOXBAT was [ ] and is the same as the dimension associated with the FOXBAT B. The 1.0-meter extension of the forward fuselage area would provide sufficient space for the tandem seating of a second crew member. 25X1  
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A FOXBAT with wing fillets and exhaust nozzle extensions and without mass balance probes was identified at Akhtubinsk Flight Test Center on [ ] and may have been present [ ] The FOXBAT observed [ ] and possibly the one observed [ ] had the forward fuselage extension, although it was not reported at that time. On both dates the aircraft was partially obscured by a work stand/shelter. 25X1  
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FOXBAT with wing fillets and mass balance probes were subsequently observed at Gorkiy Airframe Plant Ordzhonikidze 21 [ ] on [ ] None of these aircraft had the extended fuselage or the extended exhaust nozzles. 25X1  
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From all existing evidence, it appears that the FOXBAT with extended fuselage is not yet a series-production aircraft.

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